

# NC-4 WILL RESUME ATLANTIC FLIGHT TO-DAY; BELLINGER'S SHIP SINKS; NO HOPE FOR HAWKER; CONGRESS MAY REFUSE TO LIFT BAN ON BEER

## WILSON WOULD HALT WAR TIME PROHIBITION

Favors Brewing and Making of Light Wines After First of July.

POLITICS SEEN IN MOVE

House Members Believed Opposed to Repeal of Dry Measure.

WASHINGTON, May 20.—The message of President Wilson with its recommendation that the war time prohibition act, so far as it applies to light wines and beer, be repealed, to-day immediately brought forth this question, Can a repeal measure "pass Congress?"

Senators and members of the House who thought the ghost of prohibition had been laid away for years to come were disturbed by the news and saw facing them a question filled with political TNT. This too with the Presidential campaign of 1920 fast coming over the horizon and a strong feeling that there are thousands of people throughout the country who, now that prohibition is near at hand, do not view the prospect with delight.

How far Congress will go toward carrying the recommendation into law is a matter for conjecture. Probably the House will not repeal the war time prohibition law even as to light wines and beer.

In the Senate there are many members who voted for the war time law who may be expected to vote for its repeal. Some of them will take this position because they never did believe it was a matter for national legislation, and others because they are of the opinion that the best thing to do is to go to work now and carefully plan legislation to enforce the constitutional prohibition amendment.

## Senators See Difficulties.

The latter class say that so much question has been raised about the war time act that there is every reason to believe that its enforcement will not be easy, and that because of laxness there will grow up a contempt for prohibitory laws which will be seriously reflected when the time comes to make the citizen toe the mark under legislation enforcing the constitutional amendment.

Undoubtedly there is still another class, small but interesting, whose membership has come to the conclusion that the country after all is not so strong for prohibition as it was a few months ago when many persons took talk about a bone dry nation as a joke.

Most of the leaders of the prohibition forces do not regard the President's recommendation with favor. They feel that since it is only about six months until the constitutional amendment becomes effective they should decline for the present at least to countenance any move to open the question again.

From indications to-day there will be a legislative race now between one element trying to squeeze enforcement legislation through Congress while the other element will be fighting hard not only to delay this but secure adoption of a resolution continuing until next January, when constitutional prohibition becomes effective, the life of the traffic in beer and wine.

No moves were made to-day by Congressional committees to act on the President's recommendation. In the Senate the committee is not yet organized by the Republican majority and Senator Gore (Okla.), the retiring chairman, said tonight he had no plans and would make none before he turned "the seeping" to his Republican successor.

## Sheppard Opposes Move.

Senator Sheppard (Tex.), leader of the prohibition forces, said: "I am in favor of it. I have yielded as much as could be expected and I feel we have given every possible concession we could give and be consistent with the principle involved."

Senator Jones (Wash.), a strong prohibition advocate, said: "I will resist the recommendation to the utmost of my power. What we plan to do is to put through a law that will enforce the prohibition. We never got any assistance from the President in the past in this matter and he cannot tell us what to do now."

Senator Sherman (Ill.) said: "I am against the recommendation. I am a dry. Let it alone. If that's all the President wants he had better stay in Paris, where he can get it."

Senator Reed (Mo.) said: "I have always said that Congress has no power to pass the war time prohibition act. It did not go out of business because we were at war."

Senator Kling (Utah) said: "I favor the President's recommendation. I don't believe there is any power in Congress to pass such legislation as the war time

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## WILSON WILL NOT SIGN PACT IF REVAMPED

Close Friends Say He Refuses to Accept Important Senate Changes.

WOULD CONTINUE WAR

Hopes to Win Full Support of Treaty by Pressure on Republicans.

By LAURENCE HILLS.  
Staff Correspondent of The Sun.  
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PARIS, May 20.—If the Republican members of the Senate succeed in making any important change in the peace treaty proper or in the covenant of the League of Nations President Wilson will refuse to sign the revised treaty and will seek to pass on to the Republicans the responsibility for continuing the state of war after the other nations had made peace and also for what he thinks will happen in the European concert, in which he has been participating, if America goes back on the tentative engagements which he has made.

This statement was made to THE SUN correspondent to-day by close friends of the President, following advice received from the United States revealing that the situation so far as concerns the ratification of the treaty is much worse than the President or his friends believed. The President will sign the treaty, he says, but, as Europe well knows now, his signature, unlike others that are affixed here, is conditional. If the Senate makes any changes the President to make the treaty operative must sign it a second time, showing that the changes have his sanction. If the Republicans upset this work over here by any changes he will refuse to sign.

## Results Are Pictured.

To compel the Republicans to bow to the will of the President Mr. Wilson's friends over here picture these results as certain eventualities should the Republicans make changes in the treaty:

1. That the treaty provides it shall be operative between those nations signing as soon as three signatures have been affixed; consequently England, France and either Italy or Japan are certain to sign immediately, with the result that these nations would begin doing business with Germany inside of a month, while Americans would be entirely shut out from German trade, owing to the fact that a state of war between the United States and Germany would still exist.
2. That friendly feeling and cooperation between Great Britain, France and America would be entirely destroyed and a reaction would set in against the United States which would have most disastrous consequences for us.
3. That the people of America, desiring peace, would demand that the Senate ultimately break the deadlock by accepting everything as submitted by the President.

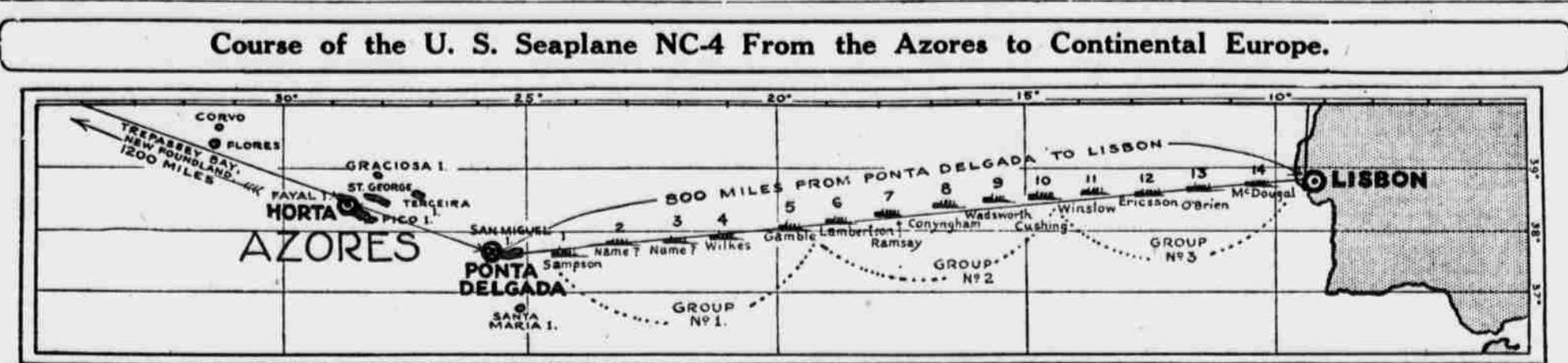
It will be noticed that all this is predicated on the idea the President and his friends have that he can put the responsibility for the tieup entirely upon the Republicans, despite the fact, as is recognized in foreign diplomatic circles here, that the President has persisted in conducting negotiations here without the cooperation of the Senate and without ascertaining whether he was making a treaty or a covenant which they would approve.

## Surprise in British Circles.

Even in British circles since the President's return to France and the Republican situation has developed there have been the greatest surprise and disappointment expressed that the President had not foreseen the difficulties and has not constituted what the British call a coalition peace commission resembling their own.

From the reaction in British circles

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## SAYS FOE WILL REFUSE TO SIGN

Counter Proposals Are Ready for Presentation To-day.

PACT IS "UNACCEPTABLE"

See Government Ousted if It Agrees to Present Terms of Allies.

By KARL H. VON WIEGAND.  
Staff Correspondent of The Sun.  
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BERLIN, May 17 (delayed).—The German Government finds the proposed peace terms submitted by the allied and associated governments as not coming within President Wilson's fourteen points, the basis for peace accepted by both sides, and therefore not acceptable, and it submits the following counter proposals.

Not in words or form but in effect this promises to be the sense of Germany's answer which Count von Brockdorff-Rantzau, the head of the German peace delegation, is to deliver at Versailles on Wednesday, unless all signs and indications to-day are misleading.

The German Cabinet convened at 5 o'clock this afternoon in a special meeting to consider the first complete general draft of Germany's answer. Simultaneously the peace committee of the National Assembly was in session for the same purpose and two Ministers were assigned to it to maintain liaison between the Cabinet and the committee, on which are represented all the parties, and keep each informed of what is taking place in the other, more especially to lay before the committee each point in the answer adopted by the Cabinet.

## Phrasing Left to Envoy.

In this way the Government immediately fortifies itself in the action it takes, through the representatives of the National Assembly. In a general sense the German answer is said on what appears to be good authority to correspond in effect to the opening paragraph above. The language in which the unacceptability will be diplomatically clothed or the form in which it will be expressed is said not to have been discussed yet and in all likelihood will be left to Count von Brockdorff-Rantzau, as will also be many details in the final draft.

The word unacceptable will be implied, rather than expressed. There was great activity to-day in Wilhelmstrasse and Behrstrasse, one conference succeeding another from early morning to late at night. The gravity of the situation and the fateful importance of the historic document that is being prepared were reflected in the serious faces of those in official circles, but the consternation and paralysis of effort, followed by indecision, which was so much in evidence last week seems to be gone.

A note approaching a certain degree of determination is sounded now in authoritative quarters. It is expected that the completed German answer will be delivered on Wednesday and there is said to be no intention, unless something unforeseen occurs, to ask the Allies for an extension of time.

Ministers Landsberg and Giebert, two of the chief members of the German delegation, who came from Versailles to advise the Government, attended yesterday's and to-day's Cabinet meetings and left for Versailles to-night.

The "unacceptability" of the unmodified terms as presented still is insisted upon to-day with a show of determination but with less noise, and hope is expressed that "through nego-

## Viva Voice Story of Fund Distributions

THE SUN Tobacco Fund has had a caller who assisted through the first winter that our troops passed in the Toul sector in handing out the tobacco gifts supplied by the donors. His graphic tale of how it was done may be read on page 12.

The fund is getting ready to go over a new top; don't you want to help it over?

WARNING! THE SUN TOBACCO FUND has no connection with any other fund, organization or publication. It employs no agents or solicitors.

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## WILSON GIVES CONGRESS PLAN

Calls for Important Domestic Laws, but Is Silent on Peace Treaty.

TO RETURN WIRE LINES

Labor Legislation and Protection of New Industries Also Asked.

Special Despatch to The Sun.  
WASHINGTON, May 20.—President Wilson's message to the Sixty-sixth Congress was read in both Houses to-day and because it was transmitted by cable, was followed with unwonted interest. The message urged domestic legislation almost completely in line with the programme already decided on by the Republican leaders. In brief, the message urged Congress to do these things:

Repeal of the wartime prohibition measure in so far as it affects light wines and beer.

Return of telegraph and telephone systems to private ownership.

Revision of war taxes, particularly the taxes on retail sales and on manufacturers.

Enactment of labor legislation to aid in bringing about more ideal conditions for labor.

Enactment of legislation to protect industries which have sprung up in the United States since 1914, when foreign supplies were cut off.

Enactment of legislation to provide land and homes for war veterans along the lines of the Lane plan.

Adoption of the suffrage amendment to the Constitution.

Enactment of legislation to facilitate the expansion of American business through the American merchant marine.

## Not a Word on Treaty.

The faint spark of Congressional hope that the President might see fit to take Congress into the secret of what he has been doing and is doing with the peace treaty was extinguished before the reading of the message had progressed far. The President let both branches know in unmistakable terms that he had no intention of telling them anything as this time was thought to be "prematuring," but he did promise to appear in person later and inform Congress of what had been done when it is all completed.

The small element particularly among Senators who had hoped that the President would live up to his promise that they would "know all that he did" while abroad and that he would be "constantly in touch with them" were disappointed, but they refused to express this disappointment publicly. They had hoped at least that there would be some official outline of the terms of the peace treaty.

The recommendation for the return of the rail and wire systems were unexpected, but were not nearly as surprising to the great bulk of members of the Senate and House as was the recommendation for the repeal of the ban on light wines and beer, effective July 1.

The complaints of the maladministration of the wire systems which have reached even the President at the conclusion of the peace table—some of them

## Continued on Fifth Page.

## Two Miles a Minute in 500 Mile Flight

PORTLAND, Me., May 20.—Major M. H. Gilksen, U. S. A., flying a Curtiss advanced training plane, arrived here tonight after a non-stop flight from Minneapolis, L. I. He made the distance, about 500 miles, in four hours and ten minutes, or about two miles a minute. He is on his way to Bangor on recruiting duty and was scheduled to stop in Boston, but was going so well that he continued to Portland.

Major Gilksen is accompanied by H. M. McGraw, electrician. They will continue to Bangor in the morning. Weather conditions were good and the flight was uneventful.

## GERMANS WILL ASK EXTENSION

Time Expires To-morrow, but Counter Proposals Are Not Ready.

PERSHING DELAYS TRIP

Plans Being Made to Push Occupation—Enemy Remains Obdurate.

By a Staff Correspondent of The Sun.  
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PARIS, May 20.—It was clear at Versailles to-day that the Germans to-morrow would ask for a six or eight days extension. The time expires on Thursday at 2 o'clock, but the German note will complain that Germany has been unable to digest and prepare her counter proposal. The Allies probably will grant some extension while perfecting plans for the occupation of Germany if she refuses to sign the treaty.

The fact that Gen. Pershing has postponed his London trip and is attending a conference here to-day is considered significant. It can be affirmed again that the present German delegation will not sign unless material changes are made or unless the Ebert Government shifts suddenly at Versailles. The Germans admit that the Independents are gaining some adherents, but it is uncertain what political developments occur in Germany.

It seems altogether unlikely that the signing of the treaty will take place before June 10, perhaps not before June 15. The President at a long meeting of the commission to-day went over the entire situation and discussing Turkey among other things. This indicates, it is said, that he will depart immediately after the signing of the treaties but not before.

## AUSTRIA READY TO SIGN PEACE TREATY

Delegates Expect to Get Pact This Week.

By a Staff Correspondent of The Sun.  
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PARIS, May 20.—It is certain now that the Austrian treaty will be as long, approximately, as the German document. It may be ready on Thursday and will contain the whole covenant of the League of Nations and a labor section, like the German.

The clauses in regard to responsibilities will be virtually the same except those relating to the Kaiser, but Austria will be called upon to deliver the official document for war outrages for trial before an international court. Reparations involve great difficulties, and will be as long as in the German treaty. It has been decided now that the same commission will handle both the German and Austrian negotiations.

Austria will be called upon to pay over immediately \$1,000,000,000, the experts having determined her power to do this. The commission will decide later what Austria is to pay in the future. Austria, unlike Germany, killed

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## TOWERS SAYS HE LOST HOPE

Placed Log of Trip in Waterproof Bag, Prepared to Die.

DID NOT TELL HIS MEN

Thinks Larger Machines Will Make Atlantic Flight Safely.

By the Associated Press.  
PONTA DELGADA, May 20.—"Exceptionally bad weather, which was totally unexpected, was the sole reason for the failure of all three of the American Navy's seaplanes to fly from Trepassy, Newfoundland, to Ponta Delgada on schedule time," said Commander John H. Towers to the correspondent of the Associated Press to-night.

The man who commanded the overseas flight in his flagship NC-3 and the members of his crew who had received a severe buffeting both from the storm overhead and the turbulent sea when the plane was damaged Saturday in alighting on the water, were much refreshed to-night after having regained sleep last while bucking the storm for sixteen hours and being adrift fifty-three hours more, entirely out of communication with the world.

"Individually," said Commander Towers, "the members of the crew of the NC-3 virtually gave up hope of being rescued Saturday night, but collectively they showed no signs of fear and 'carried on' until they arrived in port here Monday and heard the forts firing salutes in welcome and witnessed the scenes of general jubilation over their escape from the sea."

"Having run short of fuel and encountered a heavy fog, the NC-3 came down at 1 o'clock Saturday afternoon in order that we might obtain our bearings. The plane was damaged as it reached the water and was unable to again rise. While we were drifting the 205 miles in the heavy storm the high seas washed over or pounded the plane, and the boat began to leak. So fast did the water enter the boat that the members of the crew took turns in bailing the hull with a small hand pump, while others stood on the wings in order to keep the plane in balance. Meanwhile we were steering landward."

"That our radio was out of commission was not known to the crew until our arrival here. Communication had been cut off since 9 o'clock Monday owing to our having lost our ground wire."

## Drank Radiator Water.

"We ate chocolate and drank water from our radiator. This was our only means of subsistence. The crew smoked heavily in order to keep awake while we were drifting. No one of us obtained more than four hours sleep after leaving Trepassy until Ponta Delgada was reached."

"The hands of all the members of the crew of the NC-3 were badly swollen as a result of their heroic work at the pump; otherwise they did not undergo much suffering. The men have now fully recovered from their trying experience."

"The NC-3 encountered heavy clouds at 1 o'clock Saturday morning. The light instruments on board failed and we sailed the plane above the clouds in order to get the benefit of a moonlight reading of the instruments."

"We kept in sight of the NC-4 until nearly daylight Saturday and with the NC-1 until shortly after daylight. All the planes were flying in formation, but the NC-1 and NC-4 were underneath the clouds part of the time because their light instruments were out."

"The NC-4 had no difficulty in being guided by star shells, searchlights and smoke from the station ships until we reached Station 14, which was not seen. I assumed that we were off our course, but did not know on which side and began flying a parallel course in what I thought was the direction of Corvo. Shortly after daylight we encountered a heavy fog, rain squalls and high winds, all of which continued until the NC-3 went down upon the water."

"Before alighting on the surface of

## Navy Craft Search in Vain.

Navy craft were sweeping back and forth along the Irish coast and some distance from it to-day in the faint hope that one of the rumors of the plane being sighted would prove true. Their operations were made difficult, and those of aircraft were made impossible, by the weather which is now prevailing there. The airplanes were ordered to aid in the search by the Air Ministry, but strong southeast winds, rain and fog during the night and generally bad conditions prevented any aerial activity.

The fate of Hawker has stirred England as only the greater incidents of the war—the death of Kitchener at sea, the battle of Jutland, the blocking of Zeppelings and a few land operations stirred it. The pathos of his death in an effort to win for England in the face of unfavorable weather the glory of the first transatlantic flight is felt universally. As a result the newspapers are teeming with the Admiralty's efforts to give Hawker the slight protection of patrolling naval craft during his flight instead of after his probable death. They point

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## BRITISH FLIERS STILL MISSING

Not a Trace of Hawker and Grieve Found and They Are Believed Dead.

BARE CHANCE REMAINS

May Have Been Picked Up or Possibly Are Afloat.

LONDON, May 20.—The death of Harry G. Hawker and Lieutenant Commander Mackenzie Grieve somewhere in the 2,000 miles of barren ocean they hoped to span became almost a certainty to-day with the passing of another twenty-four hours without a word of the missing aviators.

Not one of the rumors of the sighting of the machine approaching Ireland in the air or in the water only thirty or forty miles from the coast which flew about the British Isles yesterday contained an iota of truth, as far as the rigid investigation by the authorities can determine. The fact is that from the time Hawker disappeared from the view of those who wished him good fortune from the sides of Signal Hill, St. John's, he vanished from the sight and hearing of man. Some clue to his fate—a scrap of wood from his splintered plane or a message hastily scrawled upon death seemed imminent—may yet be brought to land, but even that seems improbable now.

## May Still Be Afloat.

There remains of course two bare chances—and even the most hopeful concede that they are slender chances—one that some wandering tramp steamer without a wireless picked them up and the other that they succeeded in launching their fragile boat, nesting in the fuselage of the plane, and are still afloat in it. The first is viewed as unlikely because it is recalled that Commander Grieve declared just before coolly taking his seat in the Sopwith plane that the course would be direct to Ireland instead of southeasterly for a time and then into the steamship lane to the south of Ireland. The direct course would put the machine in unfrequented waters where the chance of sighting a ship at the moment of distress is slight.

The launching of the boat is thought almost impossible in view of the fact that the plane when the engine stopped would glide to the water at forty or fifty miles an hour, the minimum landing speed, and sink almost immediately if the gasoline remained partly unused.

One peculiar phase of the situation is that not a message was flashed by Commander Grieve, who was radio man as well as navigator. It is possible that the wireless, which had a radius of 250 miles, was put out of order by the vibration of the plane under the throbs of its powerful Rolls-Royce motor. The opinion held in Admiralty circles is that Hawker came to grief soon after his start. He could be seen for possibly ten miles out to sea, but at any distance beyond that he might have fallen before his engine was fully warmed up to the carrying of the heavy load of gasoline with which he started.

## Read's Plane in Fine Shape.

High hopes are pinned by navy men here on the NC-4, which showed her fine condition in the remarkable speed at which she winged across the gap to Ponta Delgada, where Lieutenant Commander Read met his chief, Commander Towers, for the first time since they clasped hands at Trepassy Bay, 1,550 miles away, and wished each other luck.

The NC-4 took the air at Horta at 12:40 P. M. Greenwich time (8:40 A. M. Washington time), and an hour and forty-four minutes later, aided by favorable winds, her four engines brought her to the breakwater at Ponta Delgada. Commander Towers, refreshed by a long sleep after nearly three days in air and water, awaited her skilful skipper, Lieutenant Commander Read, on the supply ship Melville.

It is probable—although no advices from the Azores have been received touching upon the point—that Commander Towers will fly with Commander Read in the front cockpit of the surviving seaplane when she rises from the water on the dash to Lisbon to-morrow morning. Commander Towers, it is pointed out here, is in the status of a duly authorized commander of a division of seagoing ships. He is under orders to proceed across the Atlantic, and the fact that his flagship is disabled does not mean that he himself must remain behind. Technically it is his duty to take command of the NC-4, since she is the only remaining ship under his command. Friends of Commander Towers feel sure that after the bad luck experienced—for there was no other cause of the elimination of the other seaplanes but that—he will be truly determined to bring one ship at least overseas.

Commander Read had his share of

Continued on Second Page.

Read Continues Trip, Gets to Ponta Delgada, 150 Miles Nearer Europe.

## MAY PICK UP TOWERS

Seaplane of Squadron Chief Is Found Unfit for Last Leg of Journey.

## NAVAL HEADS ELATED

Achievement Called as Great as the Voyage of Columbus; Sorrow Over Rival's Fate.

WASHINGTON, May 20.—Two of the three naval seaplanes which set out on the first transatlantic flight were brought down to the ocean and totally wrecked in a fog and succeeding terrific storm that not all the elaborate meteorological preparations of the navy could forestall.

But the third, the NC-4, which weathered the fog and gale in the air, is carrying on alone. To-day she flew from Horta, island of Fayal, to Ponta Delgada, on San Miguel, 150 miles away, at the rate of ninety-nine miles an hour. To-morrow, weather permitting, she will take off on the final cross-ocean flight to Lisbon, 800 miles away.

The arrival of the NC-4 at Newfoundland will mean the successful completion by the United States of the flight from continent to continent, an achievement which has occupied the interest of the world since man first learned to fly. The original plan of Commander Towers was to complete the aerial cruise of the NC planes at Plymouth, England, 775 miles from Lisbon, and it is probable that the NC-4 will follow out the schedule to the end alone.

The derelict NC-1, the veteran of the fleet, which Lieutenant Commander Bellinger and her crew of five were compelled to abandon on Saturday—five hours on the water had smashed her wings and opened the seams in her hull—to-day sank to the bottom of the ocean she had failed to cross, while the destroyer Fairfax stood by helpless to save her.

The NC-3, flagship of the NC division, in almost as bad shape, leaking, shattered and weather worn, bore Commander John H. Towers and his four companions into the harbor of Ponta Delgada yesterday, raising high hopes for a time that two American seaplanes might finish the long journey. But a careful examination of her lower wings, wrecked by the leaping waves, her hull gaping after more than two days constant pounding by the seas, her tail, with its control surfaces mutilated by wind and weather, made it plain that the NC-3 had down her last mile in the transatlantic flight.

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